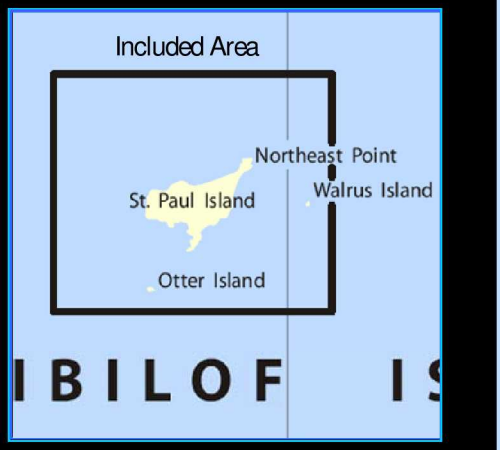
BookletChart™

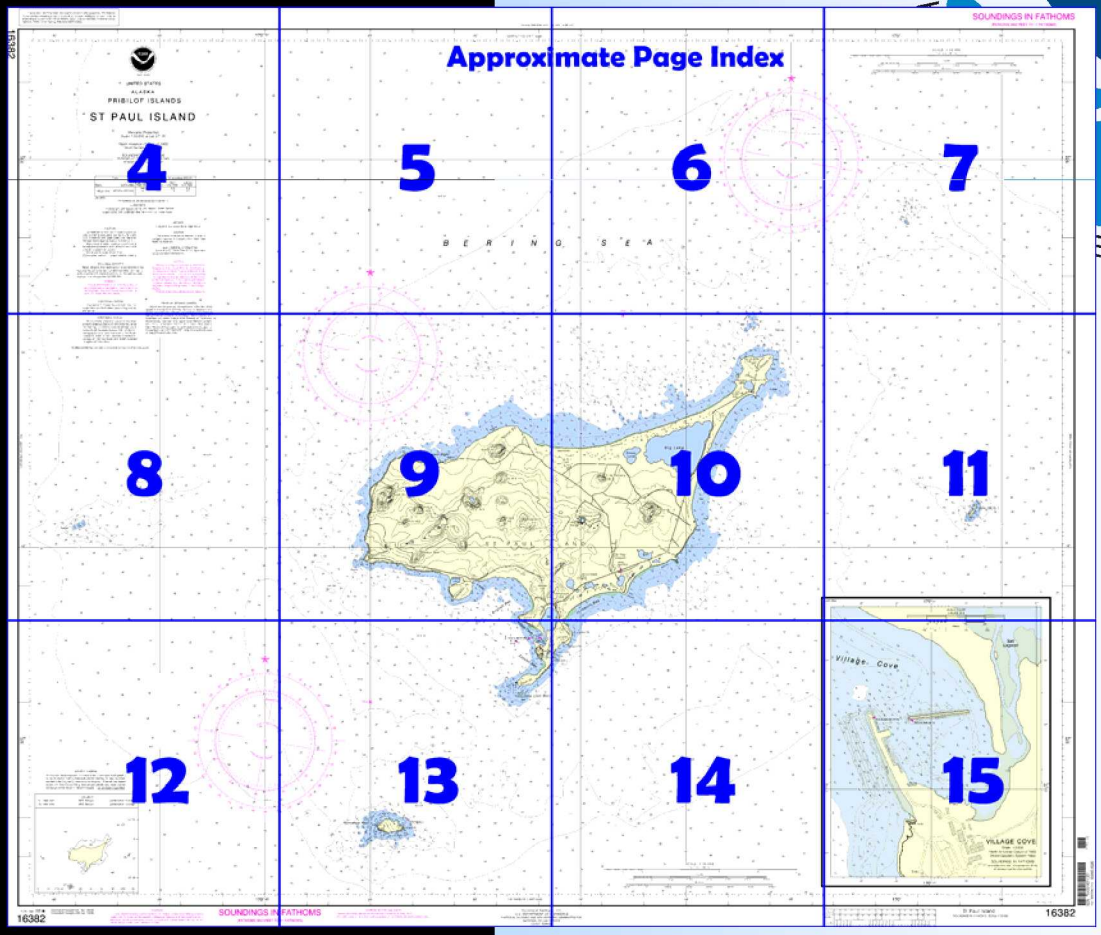
St Paul Island

(NOAA Chart 16382)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

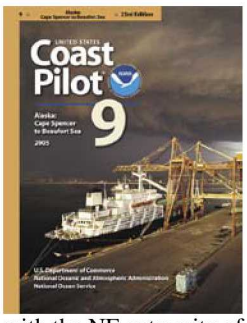
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 8 excerpts]

(371) **Otter Island**, off the S side of St. Paul Island, has an abrupt bluff 288 feet high at its SW end, slopes gradually to the N, and rises again in a crater, about 141 feet high, at its extreme E end. Foul ground, marked by kelp, extends about 0.8 mile from the island on its S, SW, and N sides. The N side, from **Crater Point** to **Northwest Reef**, is clear of dangers. Probably the best anchorage near the island is in 9½ fathoms, black sand and broken shells, with the NE extremity of Crater Point bearing 185°, distant 0.5 mile. This island must be approached with great caution in thick weather, and at all times a vessel should keep out of kelp. A 38-foot shoal is 2.1 miles ENE of Otter Island.
(372) Between Otter Island and Reef Point, St. Paul Island, the tidal currents are strong, and with heavy winds the tide rips are dangerous especially on the ebb current. In 1976, the NOAA Ship SURVEYOR observed currents setting NW at about 2.5 knots about 2.1 miles SW of the SW end of Otter Island.
(373) **Walrus Island**, off the E side of St. Paul Island, is low, about 39 feet high, level on top, and composed of irregular masses of volcanic rock. It is very hard to pick up in thick weather. It is about 0.4 mile long and 0.1 mile wide. Anchorage in emergency situations can be had on either side of it, 0.3 to 0.5 mile offshore, in 10 to 15 fathoms. Landing can be made with smooth water, the best place being a small cove at the SW corner. The island is a bad place to make in a fog. Parts of both other and Walrus Islands are covered with sea birds in the breeding season.
(374) Walrus Island is a Seller sea lion rookery site. There is a 3-mile vessel exclusionary zone around the entire island.
(375) Current observations made in July and August W of Walrus Island show that the current is rotary turning clockwise, with velocities exceeding 2 knots at times.
(378) On the N side of St. Paul Island, depths of 5 fathoms or more are 1 mile offshore.
(379) A shoal covered 2 fathoms is 7.5 miles W of St. Paul Island.
(380) Breakers extend 0.3 mile of more off **Southwest Point**.
(381) A dangerous ledge, usually marked by breakers, extends 0.6 mile SW and S from **Reef Point**, the S point of the island.
(382) **Sea Lion Rock**, about 0.3 mile S of Reef Point, is prominent when approaching the point from an E or W direction.
(383) A reef extends about 0.3 mile off **Stony Point**, the NE point of Lukanin Bay.
(387) The usual anchorage at St. Paul Island is W of Village Cove between Zapadni Point and Reef Point in the vicinity of the 10-fathom curve. The bottom, in general, is sandy, but rocky bottom will be found in the vicinity of Zapadni Point and Tolstoi Point. Anchorage can be found NE from Reef Point, off **Black Bluffs** and East Landing, and in Lukanin Bay.
(388) Lukanin Bay has a sandy bottom and is used when W swells make the Village Cove anchorage undesirable. From the Village Cove anchorage the village of St. Paul is obscured by a bluff although it is in full view from the Black Bluffs anchorage.
(389) In the spring (April-May) as the ice edge moves N, the winds can radically change its configuration. Vessels anchoring in Village Cove or other areas around the Pribilof Islands should maintain a careful ice watch so as not to become entrapped.
(390) Vessels should not attempt to ride out a gale at anchor near the islands, unless to leeward and well sheltered. The surf is apt to make quickly and is dangerous on the weather side of the island.
(392) **Zapadni Point, Tolstoi Point**, and **Reef Point**, 2.5 miles WNW, 0.6 mile NW, and 1 mile SW of Village Cove, respectively, are the best radar targets in the area at a range of 5 to 7 miles.
(393) In September 1993, an obstruction with an unknown depth was reported 0.7 mile SE of Zapadni Point in about 57°08'12"N., 170°19'54"W.
(394) Village Cove is protected by breakwaters marked by lights. In July 2001, depths of 12 to 24 feet are available in the entrance and the harbor by staying in the S section of the harbor near the shore. The harbor shoals rapidly in the NE section. There are three main docks with depths of 12.3 to 21.6 feet alongside and deck heights of 11 feet. Caution should be used when approaching the harbor as heavy swells may still break near the entrance.
(395) **St. Paul**, about midway along a peninsula extending from the S side of St. Paul Island, has small wooden dwellings painted white with dark-colored roofs, a church, hotel, a small hospital, several large buildings, and a machine shop with limited facilities. The hospital patients requiring surgery are transferred to Anchorage by jet medevac. A 10-ton marine skidway is available for emergency repairs.
(396) A commercial airline provides weekly mail and passenger service to and from Anchorage via Cold Bay or Dutch Harbor when weather permits. A weather station and a loran station are on St. Paul Island. The weather station monitors CB channel 9, and the loran station monitors VHF-FM channel 16 (156.80 MHz).

Table of Selected Chart Notes

Corrected through NM Apr. 29/06
Corrected through LNM Apr. 18/06

HEIGHTS

Heights in feet above Mean High Water.

For Symbols and Abbreviations see Chart No. 1.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.331" southward and 15.845" westward to agree with this chart.

Mercator Projection
Scale 1:50,000 at Lat 57° 10'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

PRINT-ON-DEMAND CHARTS

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AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the U.S. Coast Guard.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

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This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Village Cove	(57°07'N/170°16'W)	feet 3.2	feet 3.0	feet 1.0	feet -2.5

(Jan 2006)

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282

16382

40' 35' 170° 30'

57° 20'

COAST SURVEY

UNITED STATES

ALASKA

PRIBILOF ISLANDS

ST PAUL ISLAND

Mercator Projection
Scale 1:50,000 at Lat 57° 10'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Village Cove	(57°07'N/170°16'W)	3.2	3.0	1.0	-2.5

(Jan 2006)

For Symbols and Abbreviations see Chart No. 1.

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Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the U.S. Coast Guard.

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SUPPLEMENTAL INFORMATION

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Joins page 8

4

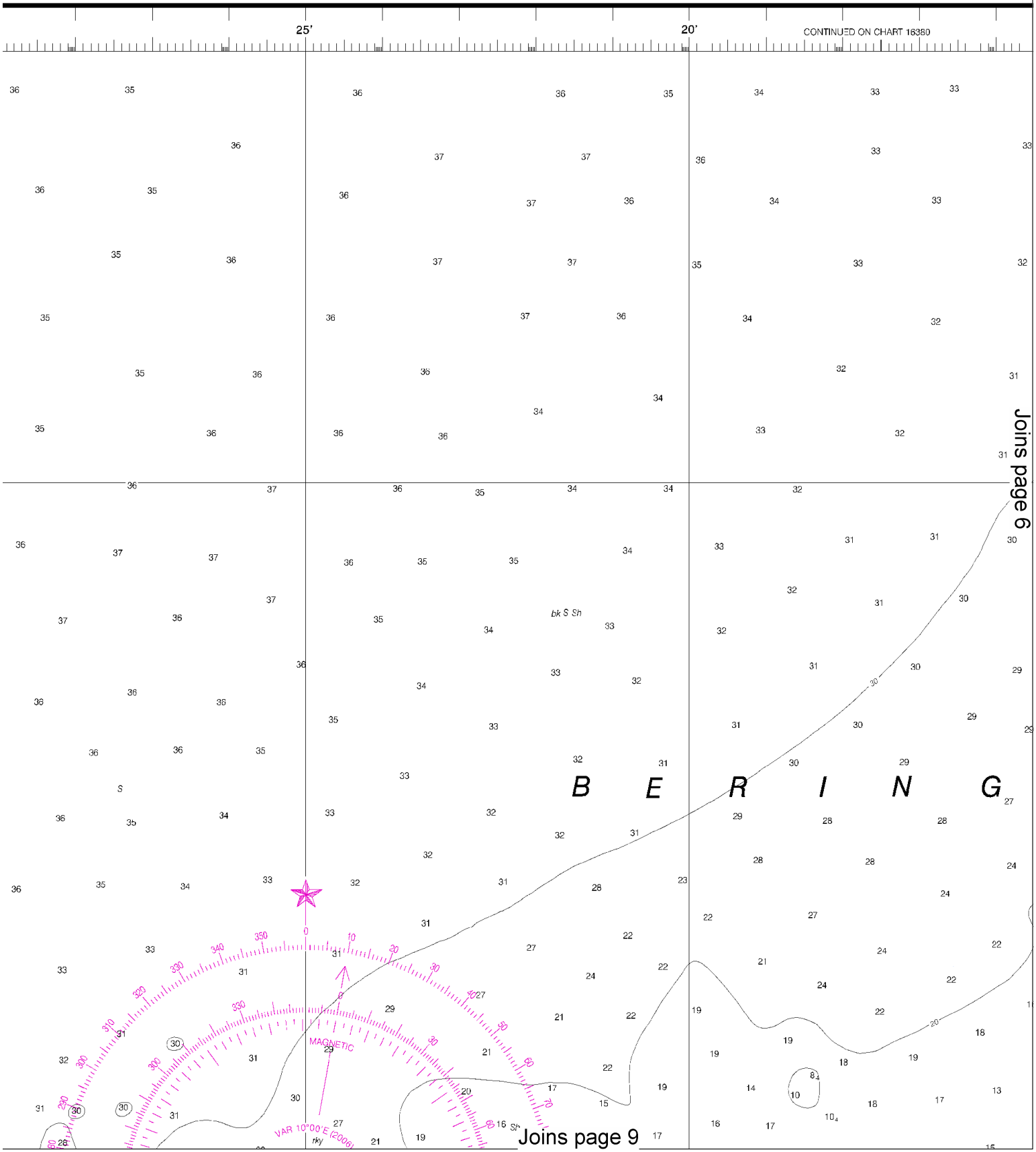
North

Printed at reduced scale. ~~SCALE 1:50,000~~

Nautical Miles
1 0 1 2 3 4

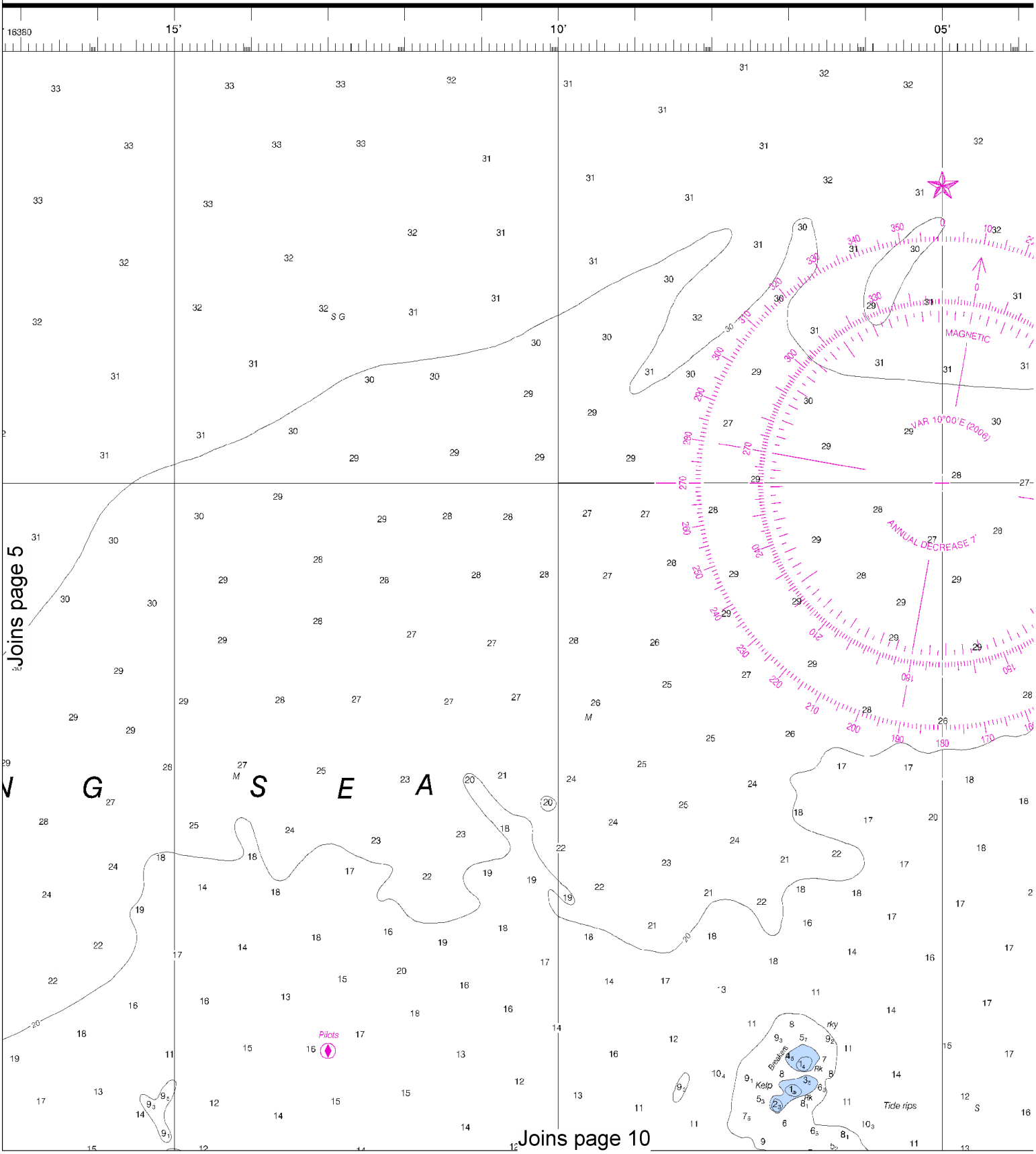
Yards
1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:66667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

GS 8994, 1st Ed., Mar. 1953 KAPP 2467



North

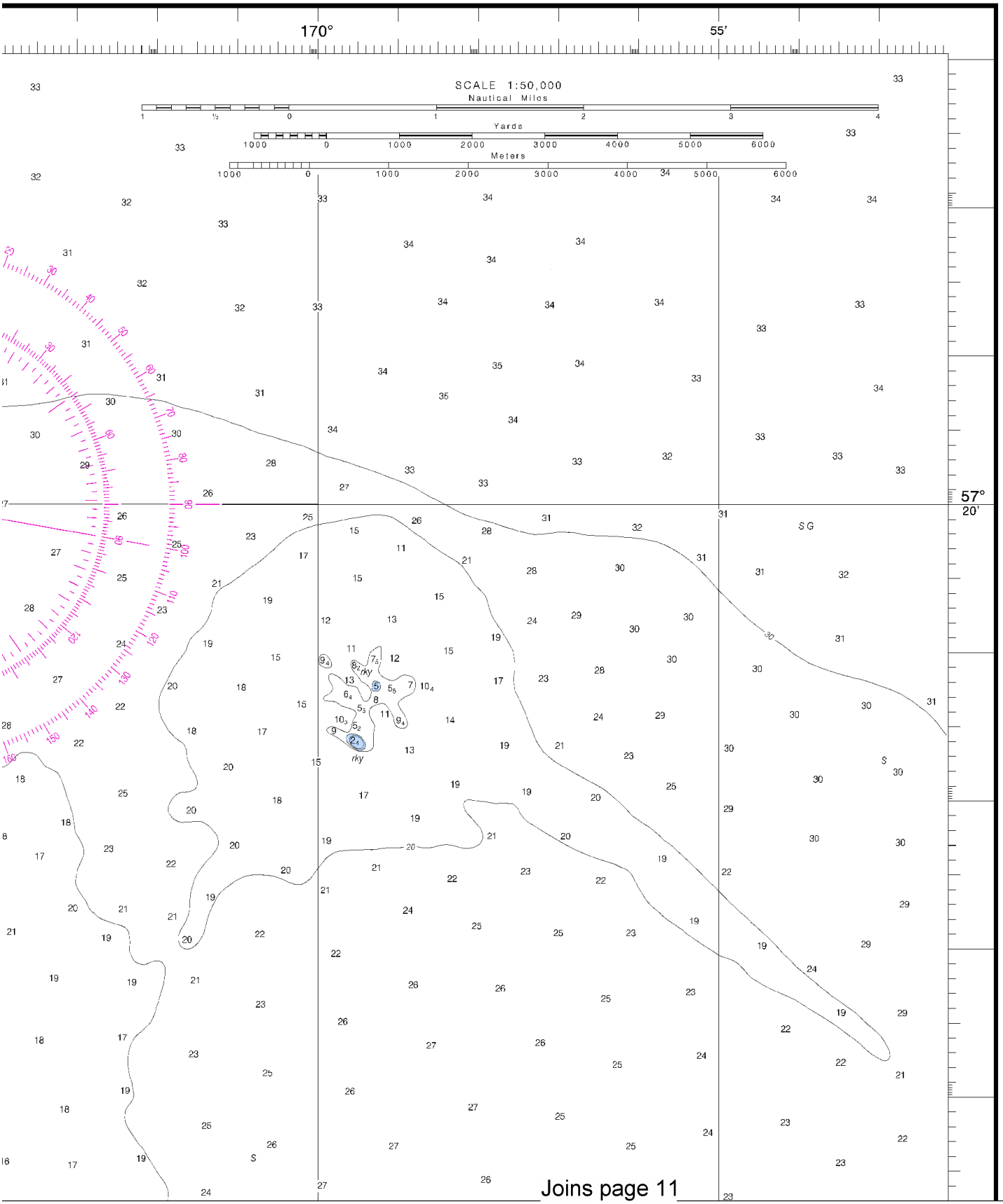
Printed at reduced scale. ~~SCALE 1:50,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4

Yards: 1000 0 1000 2000 3000 4000 5000 6000

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.

Joins page 4

AIDS TO NAV

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

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15'

10'

CONTINUED ON CHART 16380

Breakers

bk S Sh

S Sh

Joins page 12

North

Printed at reduced scale.

SCALE 1:50,000

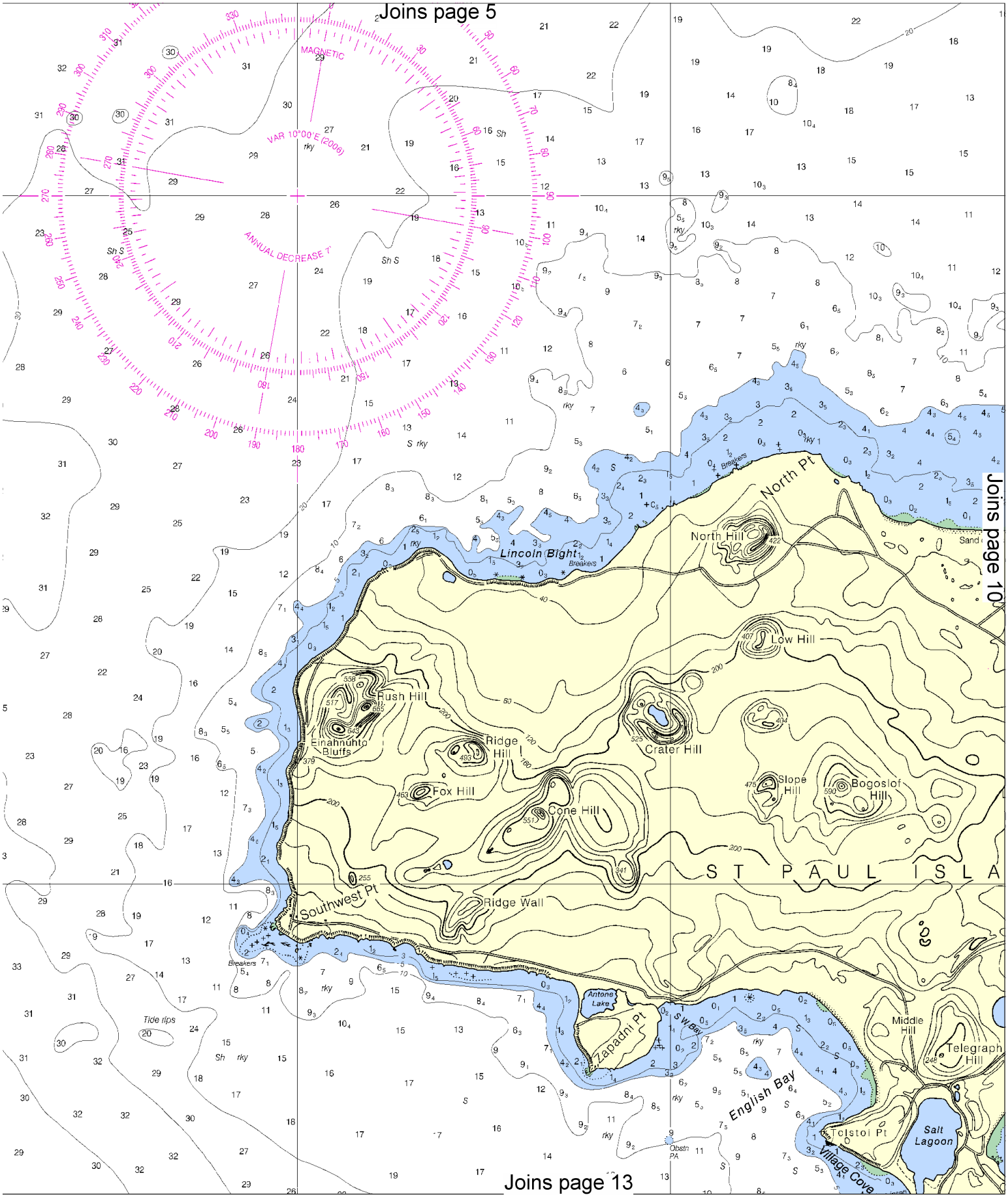
Nautical Miles

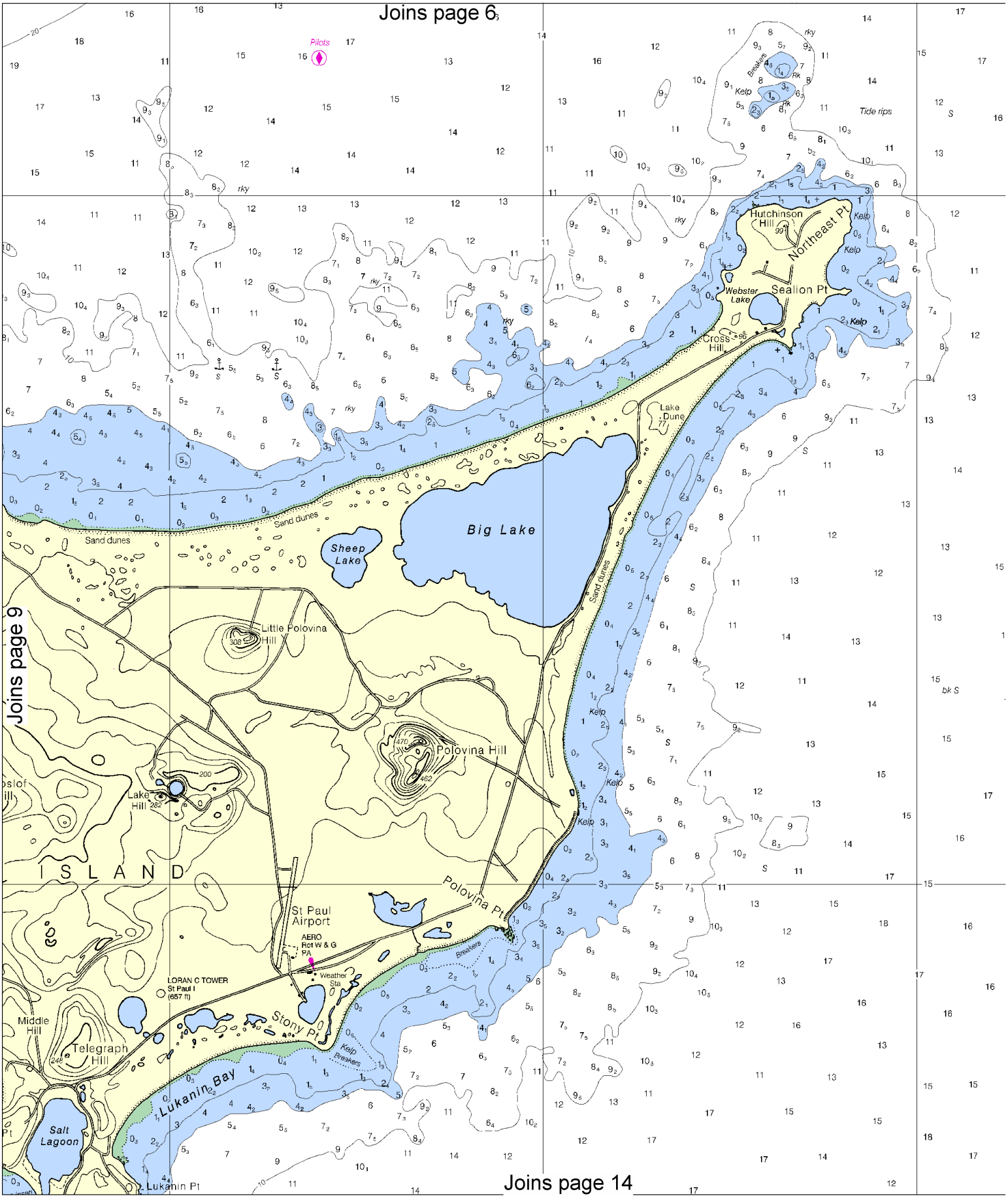
1 0 1 2 3 4

Yards

1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.


Joins page 5
MAGNETIC
VAR 10°00'E (2006)
ANNUAL DECREASE 7'
North Pt
North Hill
Lincoln Bight
Breakers
Low Hill
Rush Hill
Einahnuhto Bluffs
Ridge Hill
Crater Hill
Fox Hill
Slope Hill
Bogoslof Hill
Cone Hill
S T P A U L I S L A
Southwest Pt
Ridge Wall
Antone Lake
Zapadni Pt
S W Bay
English Bay
Middle Hill
Telegraph Hill
Salt Lagoon
Tolstoi Pt
Village Cove
Tide rips
Joins page 10
Joins page 13



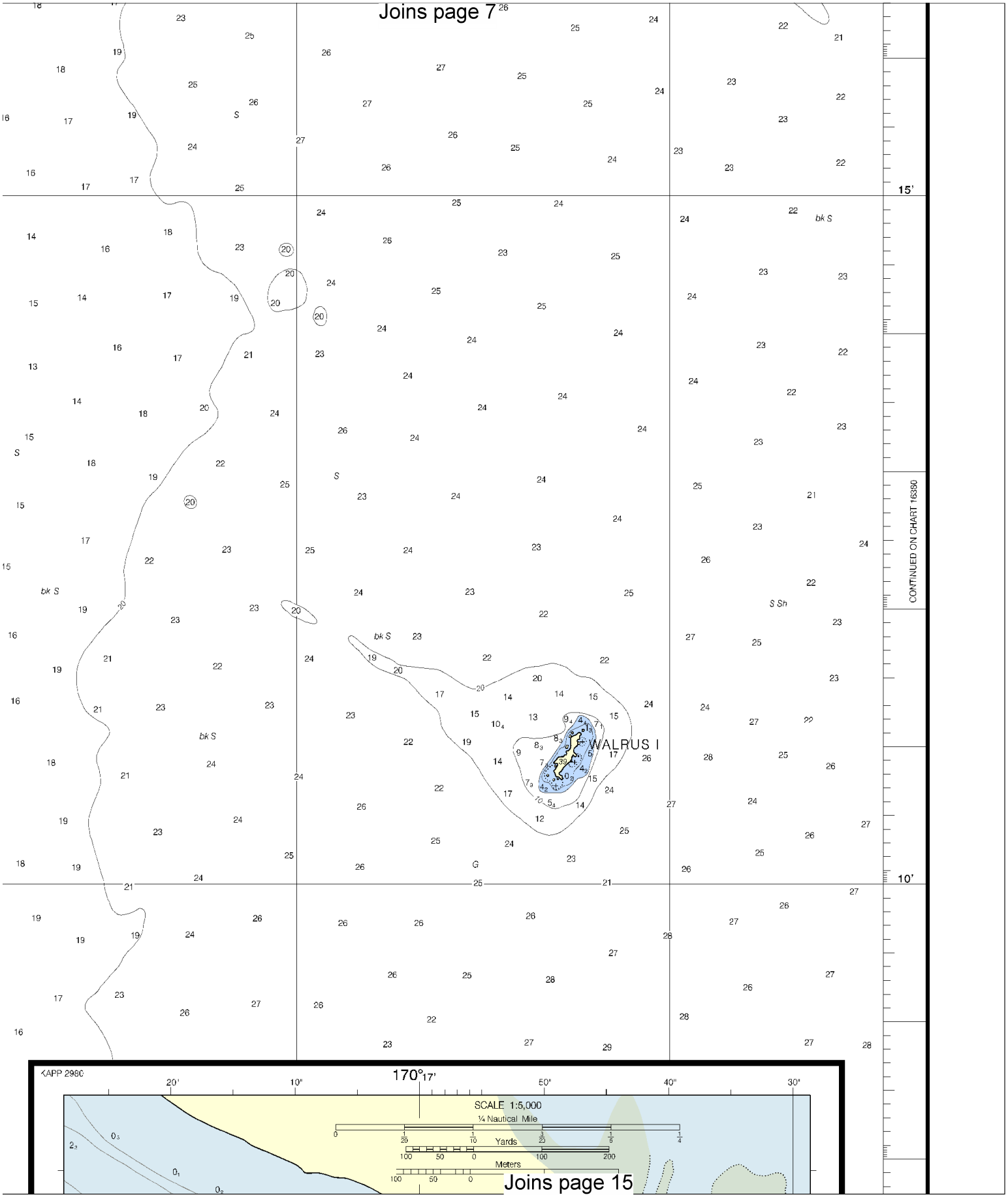
North

Printed at reduced scale. ~~SCALE 1:50,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4

Yards: 1000 0 1000 2000 3000 4000 5000 6000

Joins page 7



Joins page 15

Joins page 8

SOURCE DIAGRAM

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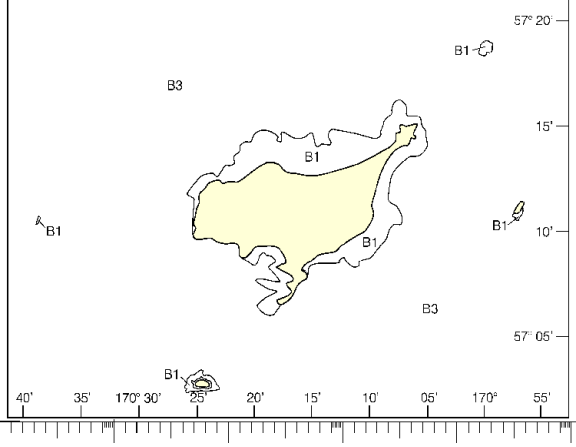
SOURCE		
B1 1990-2002	NOS Surveys	partial bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage



MAGNETIC

VAR 10°00 E (2006)

ANNUAL DECREASE 7'

57° 05'

40'

35'

170° 30'

11th Ed., Apr. /06 ■

16382

Corrected through NM Apr. 29/06
Corrected through LNM Apr. 18/06

CAUTION

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SOUNDINGS IN FA

(FATHOMS AND FEET TO 11 FA

12

North

Printed at reduced scale. ~~SCALE 1:50,000~~

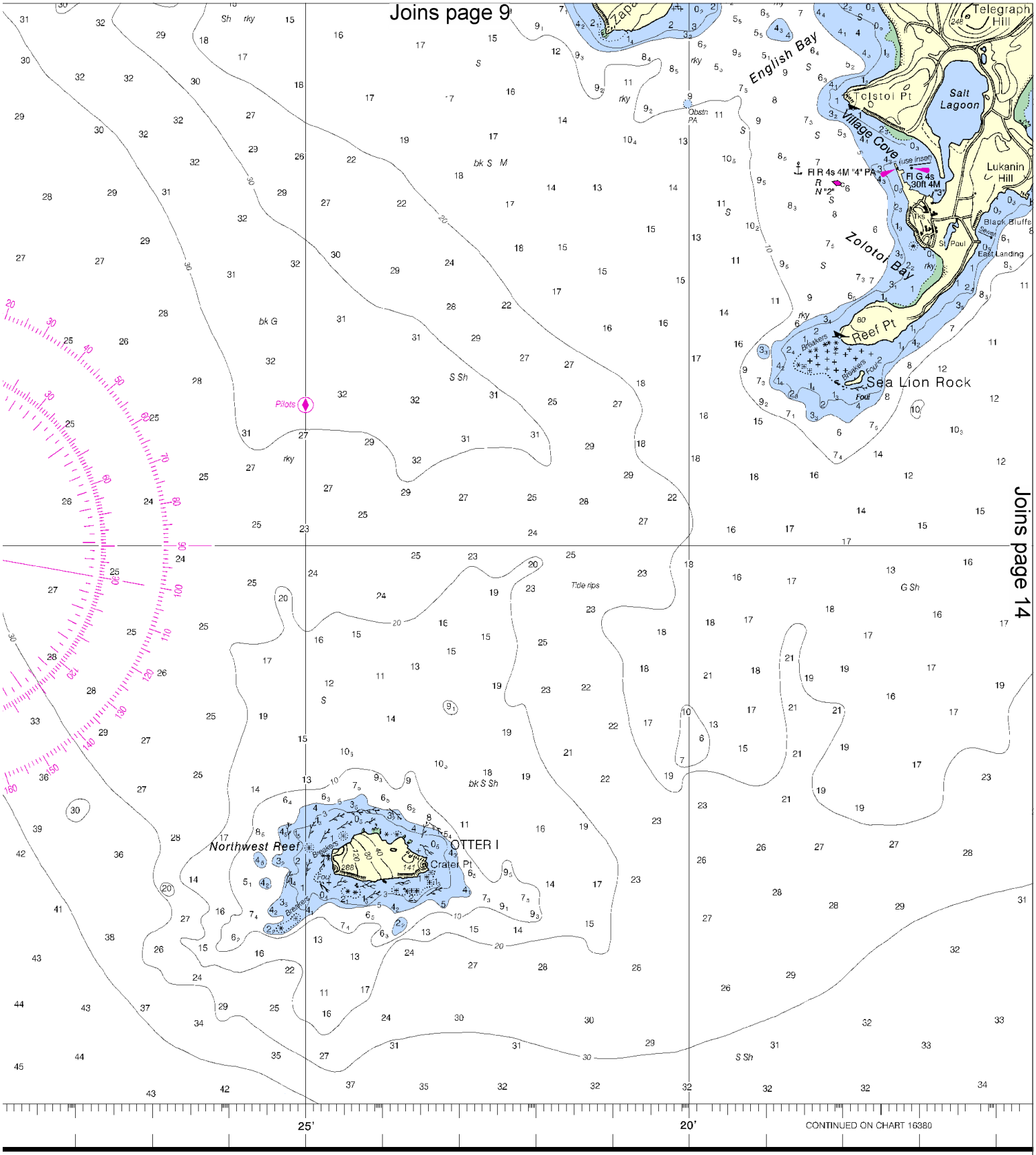
See Note on page 5.

Nautical Miles

1 0 1 2 3 4

Yards

1000 0 1000 2000 3000 4000 5000 6000

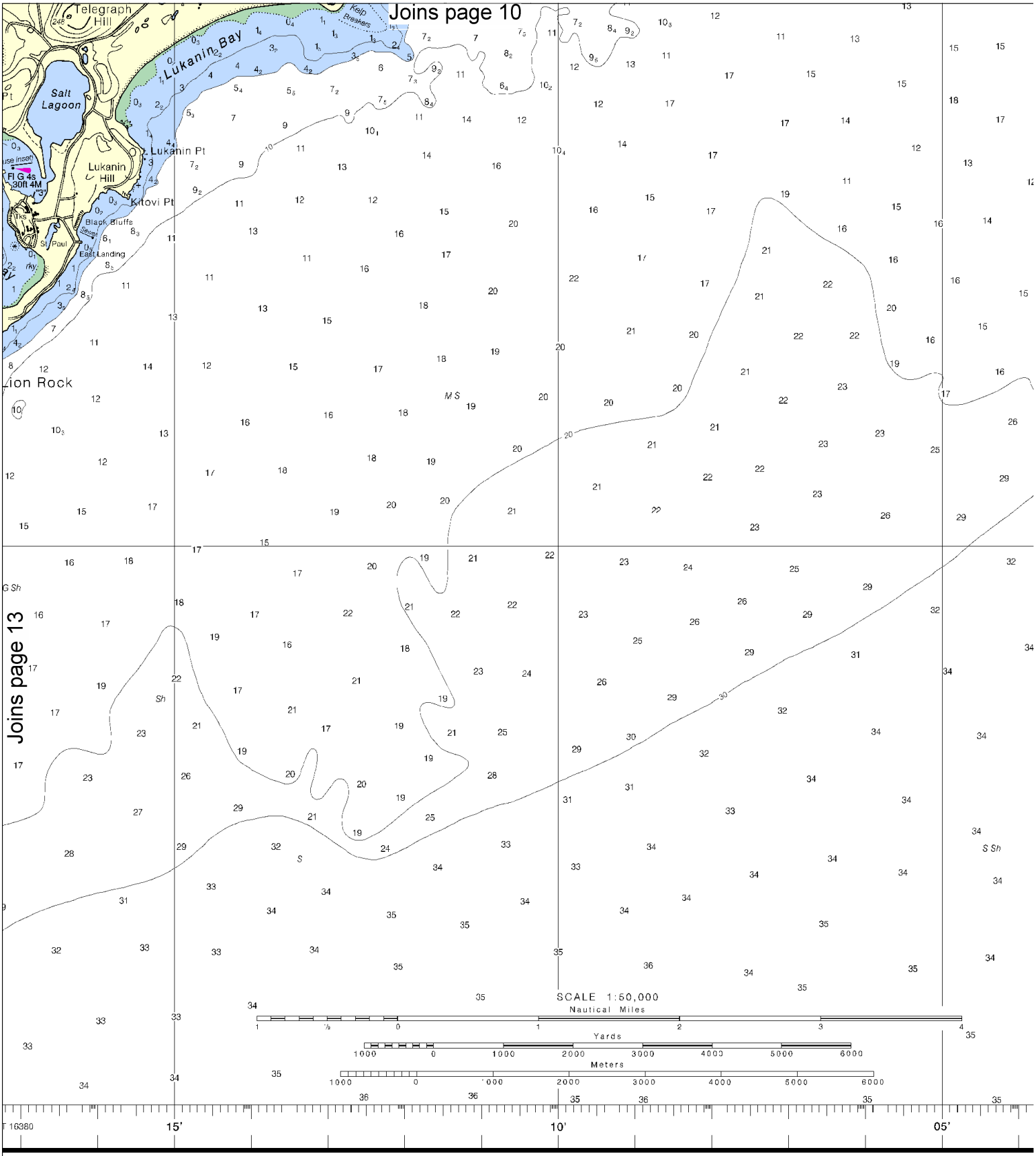


ATHOMS

ATHOMS)

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINIS
NATIONAL OCEAN SERVICE
COAST SURVEY



d at Washington, D.C.
TMENT OF COMMERCE
ID ATMOSPHERIC ADMINISTRATION
AL OCEAN SERVICE
OAST SURVEY

North

Printed at reduced scale. ~~SCALE 1:50,000~~

Nautical Miles

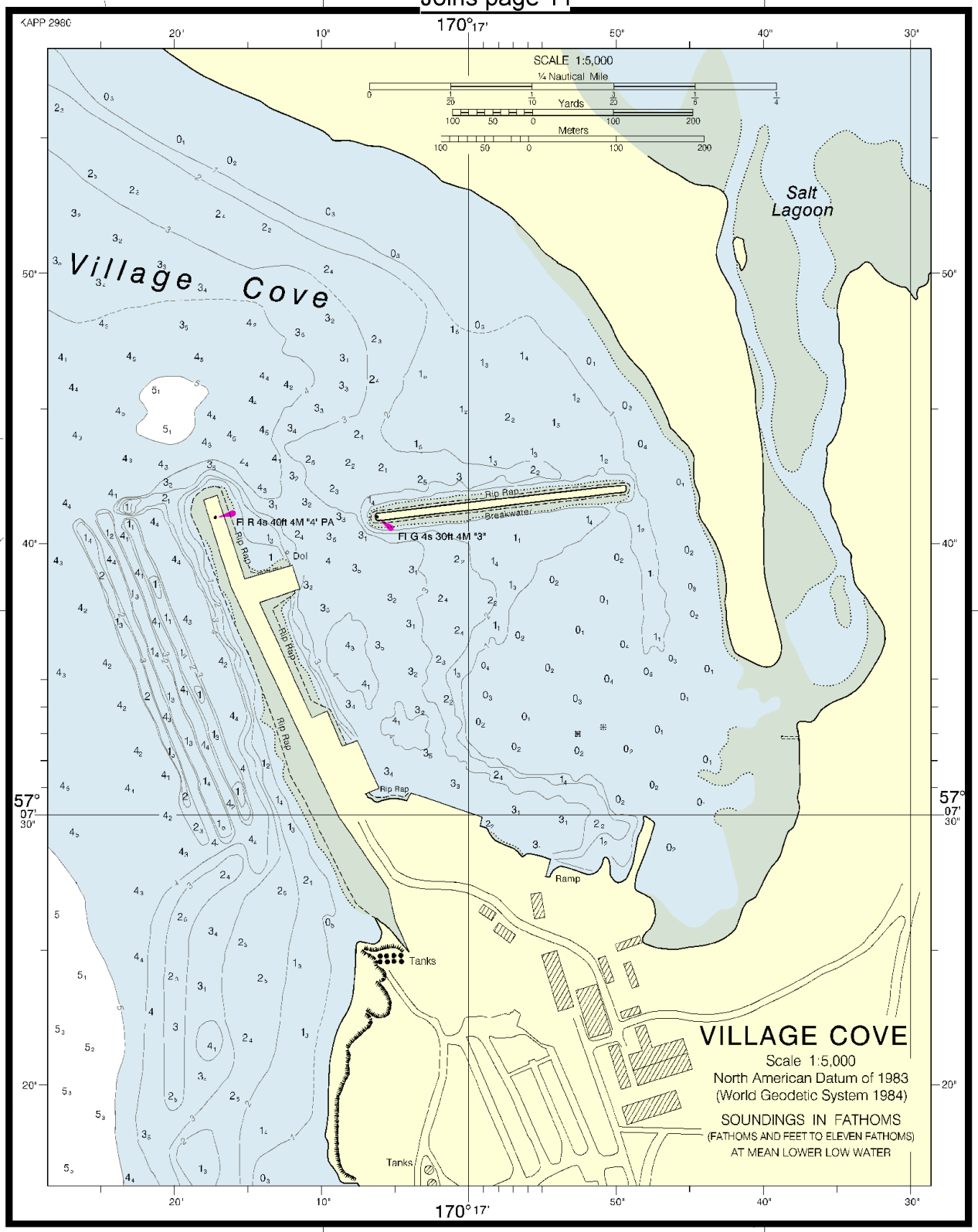
1 0 1 2 3 4

Yards

1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.

Joins page 11



FATHOMS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17
FEET 6 12 18 24 30 36 42 48 54 60 66 72 78 84 90 96 102
METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

St Paul Island
SOUNDINGS IN FATHOMS - SCALE 1:50,000

16382

817.4 X 988.2 mm

ED.NO. 11
NSN 7642014011351 NGA REFERENCE NO. 16XHA16382

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700
Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

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Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.